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Although Test No. 13 showed that failures do not depend upon residual deposits of the additive in the fuel system, it is of importance to note that such deposits are present even after the fuel tank is drained and refilled. During the between-test driving after completion of Test No. 13 a failure occurred at about 100 miles while another complete failure occurred 842 miles after completion of the final No. 14 test. This latter failure was during the course of performing the following series of crankcase additive tests and could have resulted from no additive except that used during Test No. 14 since a new fuel tank was installed for this test and the fuel line was flushed with Bendex solvent prior to start of the test. Also, the quantity of additive used was only ~~1/4~~ the prescribed amount which did not give an immediate failure. *1/4 (0.05 % by wt total active conc.)*


Because of the apparent stability of this additive in a fuel tank and its effectiveness in moderate concentrations, it seems that it would be an excellent substance for treating large storage tanks for the purpose of effecting a general harassing of the enemy. Because of the subtle nature of the failures the source of the trouble would be very difficult to detect.

As a whole, this additive produces very successful results and is undoubtedly worthy of further development.

Report prepared by:



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Curious Br 1
file  *rept*
"Report on Investigation of
a Gasoline Additive"

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